

SWEDISH TRANSPORT
AGENCY

Statement 1 (2)

Date	Reference
25/02/2014	LFH-2011-2732
Your date	Your reference
17/02/2014	L-84/11

Swedish Accident Investigation Authority

P.O. Box 12538
SE-102 29 Stockholm

RE: accident at Aitik on 15 August 2011 involving helicopter SE-HVI of type Bell 206L-3, operated by Fiskflyg AB.

The Swedish Accident Investigation Authority (SHK) addressed the following recommendation to the Swedish Transport Agency:

The Swedish Transport Agency is to ensure that:

operators have established operational limitations which take into consideration risks entailed by the helicopter's design during operations with a suspended load. (*RL 2014:02 R1*)

The Swedish Transport Agency's response:

The regulatory framework currently in force – LFS 2007:49 – regulates the operator's responsibilities and obligations. Chapter 2, Section 2, points 5-8 (what is to be included in DHB) and Section 37 which states the commander's responsibility to monitor that the helicopter is used in accordance with the flight manual valid for the type, including applicable supplements and other instructions.

5. general limitations (competence and experience levels of operative personnel within the company, flight and duty time limitation etc.)

6. general equipment requirements for helicopters, pilots, crew members and ground crew

7. safety regulations and instructions for each form of activity run by the company (see Appendix 3)

8. regulations and limitations regarding flying in special environmental conditions (mountainous terrain, poor ground references, water, winter, darkness, overcast, etc.)

Swedish Transport Agency
Civil Aviation and Maritime Department
601 73 Norrköping

www.transportstyrelsen.se
luftfart@transportstyrelsen.se

Tel 0771-503 503
Fax 011-18 52 56

Visiting address
Olai Kyrkogata 35, Norrköping

Section 37 The commander is responsible for ensuring that the helicopter is used in accordance with the flight manual valid for the type, including applicable supplements and other instructions.

Appendix 3 to the same regulatory framework discusses the operator's evaluation of specific elements of risk and the requirement for risk assessment in connection with this.

Appendix 3:

General: General description of the execution of the work and, where appropriate, the special permissions that may be required.

Risk assessment: Evaluation of specific elements of risk and how to manage these.

In addition, SHK's report revealed that the manufacturer of the "Bambi Bucket" clearly warns of the risks involved when the Bambi Bucket is filled.

With the introduction of EASA-OPS (no later than 28 October 2014) and the requirements that will thereby be imposed on operators regarding safety management systems (SMS), the authority will be able to look at these risk assessments in more detail, above all where operators with AOC authorisation are concerned.

The Swedish Transport Agency hereby considers SHK's recommendation RL 2014:02 R1 to have been attended to.

Kind regards,

[signed on original]

Simon Posluk, Accident Chair